Amendments to the Specification:

At page 1, immediately after the title on line 1, please insert the following paragraph:

--Cross-Reference to Related Application

This is the U.S. National Phase of International Application No. PCT/EP2003/013177 filed 22 November 2003, the entire disclosure of which is incorporated herein by reference.--

Please replace the paragraph beginning at page 1, line 5, with the following rewritten paragraph:

-- The present invention relates to a ratio regulating mechanism for an action lever for changing the forces and ~~ways~~ paths transmitted by the lever. The present invention in particular relates to a ratio regulating mechanism for an manually actuated action lever of a motor vehicle, like a hand brake lever or a pedal with adjustable lever ratio.--

Please replace the paragraph beginning at page 1, line 12, with the following rewritten paragraph:

--In many fields of mechanics, e.g. in mechanical engineering or motor-vehicle construction, there is the problem of adjusting a lever in that various actuation forces and actuation ~~ways~~ paths are possible. This may be caused by an action lever for manual actuation having to be actuatable by persons of different strength. In this respect, it might be desirable to be able to adjust the required actuation force of a handbrake lever in a motor vehicle to the respective driver. A strong driver might want to have a short actuation ~~way~~ path with a correspondingly high force whilst a weaker driver might desire a longer actuation ~~way~~ path with lesser force.--

Please replace the paragraph beginning at page 2, line 1, with the following rewritten paragraph:

-- Also in the case of pedals of motor vehicles, which are manually actuated by foot, it might be desirable to be able to adjust actuation forces and actuation ~~ways~~ paths.--

Please replace the paragraph beginning at page 2, line 5, with the following rewritten paragraph:

-- Many different solutions for adjusting a pedal to a driver are described in the prior art. DE 199 23 697 A1 and DE 200 22 852 U1, for example, describe adjustable pedals which can be adjusted by the adjustment of the pedal to the respective driver. Therein, the lever arm of the pedal is extended in that the pedal is extended diagonally downwards in the direction towards the driver. From these solutions it is obvious that the lever ratios change drastically after adjustment. In the adjustment for small drivers, the pedal has a long lever so that it has to be actuated with a long actuation ~~way~~ path and correspondingly small force.--

Please replace the paragraph beginning at page 2, line 14, with the following rewritten paragraph:

-- It is thus desirable in such cases that the lever ratios are maintained approximately constant. It is desirable that small and large drivers have the same actuation ~~way~~ path and the same actuation force in the actuation of the pedal.--

Please replace the paragraph beginning at page 8, line 13, with the following rewritten paragraph:

-- In figs. 1 to 4, a first embodiment of an action lever of the present invention is shown. The action lever consists substantially of an action lever arm 20, pivotably supported in the fixed support 2 by means of a rotational shaft 15. On the action lever arm 20, a first force-inducing point 14 is provided, where [[a]] an input force F_1 is passed into the action lever arm 20, as well as a second force-inducing point 16, where an output or reaction force F_2 is passed into the action lever arm 20. It is possible to induce ~~tearing~~ shearing forces and forces of pressure as well as moments of torsion at the shown force-inducing points. In the figs. 1 and 2 the forces F_1 and F_2 are represented by arrows at the reference numbers 14 and 16.--

Please replace the paragraph beginning at page 9, line 21, with the following rewritten paragraph:

-- Fig. 2 shows in comparison to fig. 1 an action lever wherein the rotational shaft 15 was displaced upwardly. Thus, the lever arm of the output force F_2 and also the lever arm of the input force F_1 in relation to this rotational shaft are increased by the same amount. Since the amount of the output force F_2 is proportional to the relation of the lever arms of the forces F_1 and F_2, this results in the output force F_2 in fig. 2 being smaller than the output force F_2 in fig. ~~1. Given~~ 1, given that the same input force F_1 is induced into the action lever arm 20. A displacement of the rotational shaft 15 thus causes a variation of the translation ratio between the forces F_1 and F_2.--

Please replace the paragraph beginning at page 10, line 11, with the following rewritten paragraph:

-- The arm shaft 19 is connected to the first cam plates 21 and the arm shaft 19 rotates together with the first cam plates 21. The first cam plates 21 are provided with first cam slots 21a through which the rotational shaft 15 extends. Pivoting the first cam plates 21 results in displacing the rotational shaft 15 with regard to the action lever arm 20.--

Please replace the paragraph beginning at page 10, line 27, with the following rewritten paragraph:

-- In this configuration, it is possible to pivot the first and the second cam plates 21, 22 simultaneously so that on the one hand, the rotational shaft 15 can be displaced in the elongated guides 17 and 18, which are here provided as elongated holes, and that on the other hand the position of the action lever arm 20 is not changed with relation to the support 2. When reducing the lever arms, the ~~distanced~~ distance from the rotational shaft 15 to the arm shaft 19 is increased, when increasing the lever arms, the distance from the rotational shaft 15 to the arm shaft 19 is reduced.--

Please replace the paragraph beginning at page 12, line 17, with the following rewritten paragraph:

-- Fig. 5 shows another preferred embodiment of this invention, wherein the action lever is part of a pedal, preferably of a pedal for a motor vehicle. In this embodiment and in the embodiment for a hand brake lever, the brake ~~way~~ path and the brake force, to be applied by a driver, can be adjusted individually by means of the adjustable action lever. In the embodiment of fig. 5 the action lever arm 20 corresponds to the arm of the pedal and the force inducing point 14 of the input force F_1 corresponds to a foot-piece of the pedal.--

Please replace the paragraph beginning at page 13, line 12, with the following rewritten paragraph:

-- It is to be noted, that in this embodiment the ratio regulating mechanism is independent from the mechanism for the geometrical adjustment. In particular, the rotational shaft 15 is ~~independently~~ independent from the means for the geometrical adjustment of the pedal.--

Please replace the paragraph beginning at page 13, line 17, with the following rewritten paragraph:

-- During the geometric adjustment of such a pedal, the action lever arm is usually changed. Thus, the actuating force and the actuating ~~way~~ path are also changed, e.g. for actuating the brake. Thus, a small driver, whose brake pedal is adjusted to be long, has to apply a larger actuating ~~way~~ path to the foot piece of the pedal in order to create the same braking force in comparison to the short actuation ~~way~~ path of a short pedal. This effect can be compensated by an adjustable action lever according the invention. Thus, actuation force and actuation ~~way~~ path (the actuation feeling) of the pedal are constant despite the geometric adjustment to the user.--

Please replace the paragraph beginning at page 13, line 26, with the following rewritten paragraph:

-- On the other hand it may particularly desired to adjust the actuation force and actuation ~~way~~ path (the actuation feeling) of the pedal. In that case the ratio adjustment mechanism can be used to perform such a function. The pedal can then be adjusted to have a ~~more soft~~ softer or a ~~more hard~~ harder actuation feeling.--

Please replace the paragraph beginning at page 14, line 1, with the following rewritten paragraph:

-- The geometric adjustment of the pedal and the adjustment of the lever action lever arm are preferably done simultaneously. A common actuation means (e.g. an electric motor) can used when an appropriate gearing is used. However, it is of course also possible to use a separate actuation means for each possibility of adjustment. The lever action lever arm can then be adjusted independently of the adjustment to the driver. However, if now a compensation of actuation force and actuation ~~way~~ path has to be effected, the actuation means have to be controlled by a control electronics, so that for each desired position of the pedal the appropriate position of the compensation is selected.--

Please delete the text appearing at page 14, line 21 through page 15, line 6, in its entirety.